

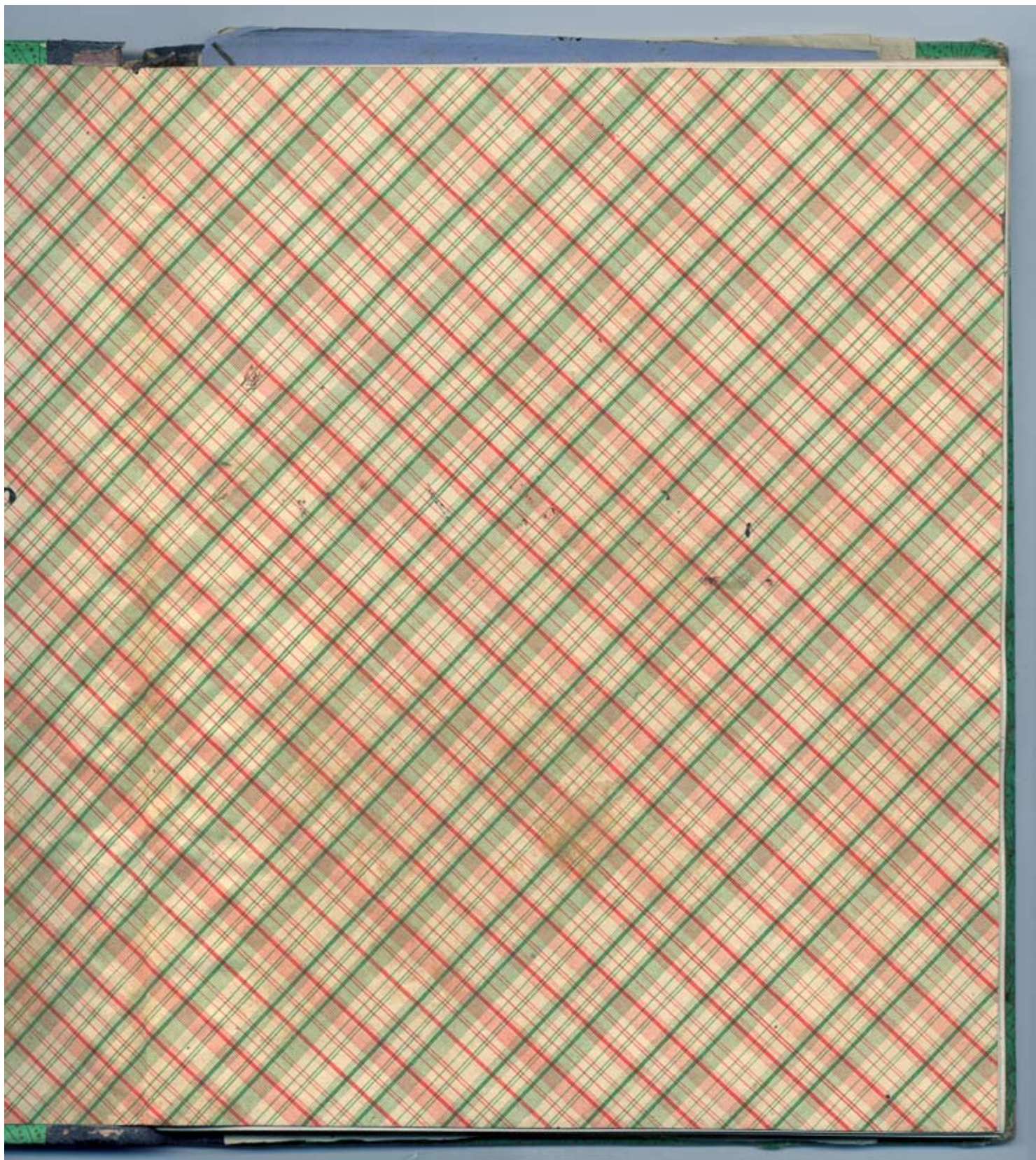
James Backhouse Walker
Journal of voyage from
England to V.D.L.
17 Aug. — 1 November 1856

W9/C3/4

Private Journal
Voyage in "White Star"



JB Walker



1/3 Rainbow

• w9/c3/4

Journal.

8mo. 17. (First Day) The last First day I shall spend in England. Well! I shall often look back with pleasure on the days I have spent there, & the dear friends who live there when I am 13,000 or 14,000 miles off. York, especially has been my home, & the Backhouses like the nearest relations; I can never repay E.B. for all her kindness to me since I came to England, she has been to me like my own dear mother. I went to meeting both morning & evening, & in the evening I bade farewell to many of the boys as they came out; & then went on to Goldgate to bid dear Sarah B. farewell; & also Marianne B. & In coming back I could hardly persuade myself that I was going down Goldgate Lane for the last time; it seemed so much like leaving a place I had been in all my life.

(Smo. 18). Second Day. The last day I shall spend in York, - in York which seems so much like my home. Before breakfast, I wrote to bid Aunt Mary, Mother & Cousin James Hammond farewell; & after that went into C. Williams to bid them farewell. My dear friends Mary, Jane Eliza, Tommy & Sarah Jane Backhouse came to the station to see me off; & J.B. jun. & E.B. went with me.

My greatest concern was that I should not see James Backhouse before I went as he had to attend the General Meeting at Aberdeen which is held to day.

The train was very late so that instead of getting off at 9:45 as we ought to have done we did not get off till 10:30 the consequence was we missed the train at Normanton and had to wait there we had to wait till 1:15 before the next train came up.

It was a very heavy train as it was the Rustbearing at Rochdale so we continued to lose time till we got into Liverpool at 6:15! But our troubles were not ended here for there was such a to-do in the station as there were lots of cheap trains in, & pickpockets

were seen directly attempting to rob some people who were coming from Durham to go in the "White Star"; I was secured, the other I got off. We then got the luggage put into the luggage office, I went up to Henry Crossfield's where we arrived safely at 7 o'clock; and found a good tea, comfortable beds &c awaiting us, which were very acceptable after the fatigues of the day; James & I slept together in Teddy's room.

(Smo. 19. Third day) After breakfast we went down to Pilkington & Wilson's (the owners of the White Star) & got an order to put on board the luggage which we did. We then went into town & got a hat for me; & thence up to the Botanic Gardens where we sauntered about & I wrote a letter to Tommy (in pencil). We then got dinner at a Confectioner's & went to Francis Thompson's, & thence to the station ^{(Leam St (E. & N. W. R.))} expecting to meet Charles Mould & Sarah Bell. by that train from London, but nobody appeared & after a good deal of running about, we met him at Pilkington & Wilson's but no S. Bell here.

made her appearance. I then went on board with C. M's
luggage in a little steam tug plying to the vessel which
was out in the stream, & soon after J. Bell & her brother
came on board. I just ~~made a hut~~ laid down in
my clothes on the ^{mats;} as the berth was so small that I couldn't
get things to rights then. Well! & so here I was at
last, on board the "White Star" to go home again, & I think
this will be the best place to give an account of her. She
is a vessel of the "Liverpool White Star Line of
Australian Packets" (as is stamped on all the plates &c);
is a clipper ship & a good sailer, narrow & long, she
is 2,469 tons register but will carry far more than her
in reality. Her berths are not near so comfortable
as the Wellingtons being just 6 ft. $4\frac{1}{2}$ in. long; 4 ft. 3 in.
broad & 7 or 8 ft. in height; leaving just breadth enough for the
door & berth. The saloons are very comfortable & we have
very good food but rather queer tea & coffee. There are lamps
in all the cabins which are lighted every night & you
can keep them alight as long as you like. We have breakfast
at 9, ~~dinner at 3~~, lunch at 12, dinner at 3, & tea at 7.

Sm. 20. Fourth Day. The mails came on board this morning and about 12 o'clock the anchor was up & 2 guns were fired to give notice that the vessel was ready for sea.

We soon after got off, the steam tug towing us right out of the river Mersey & as we passed the fort we fired 2 guns the steam tug left soon after & also another little steam vessel with people on board which had come to us, & as they left they gave us 3 cheers ^{When we got off we soon passed the Ericson, American Mail steamer.} & we returned the complement. ^{about 10 miles off} In the afternoon we saw the Great Ormes head, & Point Linus in Anglessea; we had the wind right aft & went along at about 11 or 12 knots an hour. Point Linus was the last land we saw.

Sm. 21 Fifth Day. Dreadfully sea-sick all day, I did not get out of my berth all day. I felt very low-spirited & J.B. & H.M. did not understand me & I so much longed for E.B.'s kind care. Lat. Long.

Sm. 22. Sixth Day. Very sea-sick but better than yesterday I got up onto the poop half dressed & wrapped up in a rug & I laid all the afternoon at full length on the deck. Lat. Long.

W N N

Shuraw

V V

8mo. 23. Seventh Day. I was much better, & got up on deck but felt very squeamish. In the evening some porpoises passed & a little boy, son of a gentleman on board, came running in ~~calling out~~ calling out that there were: "Elephants in the water," which caused a roar of laughter. We saw a sunfish floating in the water. ~~Text.~~ ~~Surge~~ I began to read Dr. Lillie. ^{afterwards discovered.}

8mo. 24. First Day. I got up on deck soon after breakfast, & attended service which was performed by a young man on board, who is going out as a missionary, ~~he was a very good man.~~ Early in the morning a vessel was spoken, the "Cherokee", 9 days out from Greenock, on her way to Demerara. It was a very beautiful day a very soft air & pleasant breeze, which freshened in the evening so that at 8 we were going 11 knots an hour. The phosphorescence was very beautiful in the wake of the vessel, I cannot describe it, but it looked somewhat like steam, ^{from an engine} with the sun shining upon it, or more like a stream of silver rolling & swelling, with every now & then a bright spangle in it, like a beautiful star: all

the waves too seemed tipped with silver. I stood looking over the stern at it for $\frac{1}{4}$ of an hour or 20 minutes. Going 9 knots in the evening.

~~Lat 43° 23' N Long 14° 0' W~~ Lat.

8mo. 25. Second Day. A beautiful day, wind right aft.

We saw a small brig, or brigantine, & a barque at some distance off. Began to read Hardwick's Chemistry & Photography. Played a game a two at a sort of quoits played with pieces of rope spliced round in a circle. Lat. $43^{\circ} 23' N$ Long. $14^{\circ} 0' W$.

8mo. 26. Third Day. Cloudy & squally with gleams of sunshine. A fine wind aft going along beautifully, with studding-sails set, at the rate of 9 or 10 knots an hour. Lat $40^{\circ} 55' N$

Long. $15^{\circ} 3' W$. There was a great dispute between the 2 cooks in the evening, which the mate had to settle.

8mo 27. Fourth Day. Going along well, in the evening, a small ~~ship~~ vessel was passed not more than $\frac{3}{2}$ a mile off, but it was too dark to see

much of her. I forgot to say before that as the saloon table was rather crowded I thought it would be to the convenience of all that I should dine with the officers & children which I ~~now~~ now do. T. at. L. on g.

8mo. 28. Fifth Day. Very fine day, and what wind there was fair but not going more than 5 or 6 knots. In the evening some of the passengers had a dance, one of the gentlemen playing the flutina. I had some games at dominos with one of the ladies in the saloon. The sailors were busy cleaning the arms; viz. guns, pistols, & cutlasses. T. at. L. on g.

8mo. 29. Sixth Day. Nearly a dead calm, very hot, & cloudy, going perhaps 2 or 3 knots in the morning. We expect to see Madenia to day. In the morning ~~the breeze~~ we passed a spar covered with barnacles (perhaps from some wrecked vessel) which had several fish swimming about it. It became calm about noon but in the afternoon a breeze sprung up from the N.

so as to take us along at the rate of 5 or 6 knots,
an hour. About 6 o'clock the Captain saw Madeline
from the topsail yard, but we could only see the boom
off it, on deck. Lat. $33^{\circ} 26' N$. Long. $17^{\circ} 42' W$.

We passed a barge a good way off bound the same
way as we. Wrote a little to E.B.

8mo 30. Seventh Day. Wind from the N. very fine.

I got up at 5 & had a dip in a tub they
have on deck for that purpose, it was very
delightful. The barge we saw yesterday was
just in sight but she was out of sight by 9.

We passed a large full rigged ship, some distance
off. We hoisted our name, & she hoisted some
signals, but we could not make out any more
than the English ensign. ^{The night thought it was the Nugget, emigrant ship, sent by Mr. Chisholm.} By 3 o'clock we had got
so far ahead of her that she was out of sight. Lat.


Long. Got into the NE trades.

8mo 31. First Day. Very fine & hot, in the evening going $9\frac{1}{2}$
knots with the wind on the quarter. One of the Wesleyan
Missionaries performed service in the morning. In the

two ~~young~~ gentlemen got into the forecastle & had to
pay their footing another only got away by running
for it. Lat. Long. $19^{\circ} 52' N$.

Gmo. 1. Second Day. Got up a little ^{after} 5 & had
a bath. Sun rose like a ball of fire, without a cloud.
I paid my footing in the morning. A barque was
in sight when I came up a long way ahead. In the
evening a person ^{master of} gave a short Lecture on Natural Philosophy
& then there was dancing & the little cabin boy was
knocked down & brought in insensible, the doctor feared
it was ~~contusion~~ concussion of the brain & when I went
to bed he was insensible & in a very dangerous state.
We are 146 miles ahead of what the Red Jacket was
^{on the same day out} when she made the voyage in 69 days. Lat.

Long.

Gmo 2. Third Day. About 9 o'clock we were abreast of
the barque, she was a Hamburgh vessel  (Red tag with a castle)
we hoisted some signals but they did not answer
them. Billy, the cabin boy, was a good deal better
& got up. A good many flying fish.

for the last few nights casting a reflection on
the water. The moon also is getting fine.
There were a good many swallows about (I should think
migrating) one of the apprentices caught one in his
hand as it was flying but let it go, one of the
sailors caught another & gave it to me, but I
let it fly.

June 5. Sixth Day. Got up at 5 o'clock & had
a bath in the tub. I read a book for some time
in the main top, Salor got up into the mizzen
top. After breakfast we were all alarmed by a
cry of "A man overboard", & were horrified to see
him float past the larboard quarter, a buoy was
thrown him as he passed, which he got & there
was a general rush for the poop. The ship was
hove to directly & the helm put down, the main
& cross-jack yards being backed & the fore yard full.
The crew were at breakfast & the third mate, Mr.
Henderson in bed half asleep but nevertheless
they all rushed on deck & the boats were down


I remained in between 3 & 4 minutes & the ship hove
to although she was going 9 knots. In going under
the stern, a hook attached to a fishing line, caught
the 3rd mate's arm & tore away some of the flesh, but
they kept on & after anxious watching from the
vessel the boat appearing like a cockleshell on the
water & often being invisible by the waves
coming between us & it, after being absent ^{rather more} than
~~an~~ hour the signal to come back (an ensign tied up & hoisted
to the mast head) was hoisted & the boat came
back, when it came close to the ship it was
seen that the man was on board & 3 hearty
cheers were given, he had been in the water 1 1/4 hours
& was picked up as they were coming back. It
was the stowaway! He had been put in irons
the night before, as I have said, & had his irons
taken off & was taken up on deck for a few
minutes by one of the men, when he made
a bolt & sprung onto the bulwarks & jumped
overboard. When he came back he was

soon revived & was put on his hands & he was put
in the hatch house. In the afternoon the ^{second} cabin
passengers made a row about their salt beef & pitched
a beautiful piece overboard & said it was not good.
A vessel was seen for a short time on the port beam,
in the afternoon. The cook (a black man) & one of
the sailors had a fight & the ~~cook~~ got his face
cut open. So there are 3 jobs for the doctor today.

Lat. To Long.

Mo. 6. Seventh Day. Very hot day, we lost the N.E. trade.
The stowaway who had jumped overboard, was very penitent
& so the mate let him go & he worked very willingly.
The sailors had some grog served out & they
were placed abaft the main mast & sang
a good many songs. Lat.

Mo. 7. First Day. The church of England service
was read in the morning. About 12 the ^{ship} Howadji
of Newbury Port (U.S.) homeward bound passed near
enough to speak we reported ourselves as the "White
Star, from Liverpool to Melbourne, 19 days out,

all well. Shortly after we passed the ^{League} Robinson
bound to Cork, which we signalized. She wanted
to know the longitude. ~~At~~ One of the missionaries
preached a sermon in the afternoon. About 4 P.M.
A Chilean 28 gun man of war ^{we saw she was a steamer after the passage} passed our
stern. She seemed to be bound for Valparaiso or
somewhere thereabouts.  2 vessels were seen
on the larboard beam & about 6; 2 more.

~~One~~ Some of the passengers had a quarrel in the
evening. Lat. Long $26^{\circ} 30'$

9mo 8. Second Day. Had a bath about 5. Three
vessels in sight on the Starboard quarter. Very calm
day. It looked very squally ^{towards} the night.

9mo 9. Third Day. Weather squally but splendid wind
going 15 knots about 6 ^{ach.} & 13 at 8. Furl'd & set royals
several times. We averaged full 10 ^{knots} all day.
I had to go out of breakfast in double quick time
to go to the lee scupper & then came in again
& finished. ~~The royals.~~

Copied to him, C.B. A.M. & S.B.

9mo 10. Fourth Day. Light breeze & cloudy weather
Crew employed setting up backstays. Very hot
& nothing doing. Going between 5 & 6 knots all
day.

9mo 11 Fifth Day. About 8 A.M. we saw a waterspout
about 2 miles off on the port bow, I did not see it till it
had broken but still I had an idea what it was as
you will see in my sketch book. Saw several Albacore
jumping out the water. Crew holystoning the decks
& scrubbing the paint work. ~~Saw several vessels.~~ Nearly
becalmed at 10 A.M. not going 1 knot. One vessel
seen to day at about 8 A.M. We saw a great quantity of flying
fish, a common occurrence. The wind got worse SW by S

9mo 12. Sixth Day. From about 12 to 4 this morning
it was a dead calm. Saw several vessels to day we
see very great numbers now every day, captain seldom saw
so many about here. When I went to bed there was
a brig ahead which we were overtaking the captain
said he thought it was a slave. About 1 passed her on
near as to speak he & found she was the Royalist

25 days out from Glasgow on her way to the Cape.
We flattered her (1 for her & 2 for ourselves) by saying we
thought she was a slave.

June 13. Seventh Day. About $\frac{1}{2}$ past 6 a shark was
caught about 6 feet long. The sailors made a good mess
out of it. At 3 P.M. Tacked ship to the northward.

June 14. First Day. At 6 passed 2 vessels standing to
the on the other tack. At 7 tacked ship to the S.
At 4 P.M. ^{passed} spoke, the ^{brig} Belle, of Warren, R.I. out on
a whaling cruise. We saw several men on the
look out in her crow's-nests. Blowing strong
ahead. One of the sailors got his skull fractured
by a block when tacking ship, & was taken down
insensible.

June 15. Second Day. Several misin company. There
was a great row, one of the steerage passengers got
drunk & beat his wife, her brother interfered which

caused a fight, so ^{some of} the sailors were sent down to bring up the man who was defending himself with a knife, they brought him up & put the irons on him, there was a great crowd round him so the captain got onto the hatch house with a handspike & called out that he would split the first man's skull who touched one of his men. The first & second mates got rather the worse for liquor at night & cursed & swore & abused the steerage passengers, & then at 10 finding the lights in below went down & put them out & abused the passengers so that the captain had to interfere. The boatwain piped all passengers below & there the thing ended.

Jan 16. Third Day. I forgot yesterday to say that Neptune came on board for the first time & a lighted tar barrel was thrown overboard but no shaving went forward. In the morning we saw a vessel. In the afternoon it was reported that Neptune was to come on board & there enough about 5 he came aft in procession

with a trident ~~made~~ the shaft a thick piece of wood
& the prongs cut out of a soup & bouilli tin, he was
dressed in imitation fur made of the stuff they put
on the rigging to keep them from chafing, with his wife
on his arm (^{Mrs. Neptune} a sailor dressed in woman's clothes &
very well he looked) The doctor with a long white
beard & a wig with a box of pills (sheep's droppings
rubbed with flour) with his wife. 2 barbers
with wigs made of rope yarn (not tanned but white)
with razors & the paper shape, made of rusty
& jagged iron hoop ^{made 1 foot long} fitted to a deal handle & each
with a stop of deal & a pot of shaving mixture,
made of tar, Grease &c. The party was well
supported by policemen of whom there were 6 or
more, with tin muzzles & dressed as much like
police as possible with belaying pins } in their hands
for staves. They made the circuit of the deck
& then went forward where a tub was waiting
they got the hose shipped & some men at the
pumps on the fore-castle & then proceeded to

fill the tubs, & whenever curiosity led the Steerage passengers too near, the hose was turned & played well upon them so that they got pretty wet, there was one man who got thoroughly soaked with the hose, & ~~then~~ began to throw fight on which there was a cry of "Police! Police!" & he was almost drowned, he roared dreadfully & said he would be revenged & a great deal more but all he got for his pains was a good laugh. They ~~police~~ then shaved 2 of the stowaways forward & then brought the tub aft so that we could see.

The following is an account of the operation. ^{The} ~~They~~ ^{Police} caught a victim blindfolded him, stripped him to the waist, & tied his hands behind his back, then placed him with his back to the tub & tipped over & then lifted up & set the same way again, one of the barbers then stood ready with the tar brush, while Neptune asked him, where he came from, what his name was, what trade his father was &c & if they answered the tar brush was dabbed into their mouth &

if they didnt they got a pill every time, They then called out "Number one!" & one of the barbers lathered him, shaved him & then stopped ^{then he was rinsed again} his razor; then "Number 2!" & another barber performed the same operation. He was dipped again & then taken off & shown the line (taken under a piece of rope tied across) & then taken foreward & allowed to clean himself.

The stewards, several apprentices, Ordinary seamen &c were shaved. They then got the after hose shipped, & they pumped on the cabin passengers (not on the ladies although we got wet accidentally) & ^{we} had great fun all of us. The sailors then had some grog served out & so the day closed.

9mo 17. Fourth Day. Wind S which is the course we want to go. On the evening the ~~seamen~~ sailors had a lot of liquor given them (from a subscription of the steerage Passengers, several got regularly drunk, & many rather foolish under the influence of liquor.

The captain & 2 of the cabin passengers were quite drunk & behaved very foolishly also the second mate. There was a great noise & disturbance & many of the cabin passengers were much disturbed at it. There was a good deal of dancing & singing & the captain fell down while dancing on the main deck. The sailors dressed 2 of them like a monkey & a boy & 2 were dressed as coaks with bills aped with their hands & their mouths. ~~At 6 A.M.~~

June 18 Fifth Day. Steady head breeze. At 6 A.M. we crossed the Equator. The baker was put in irons for being drunk & disorderly & not doing his work. ^{at port} Set fore topmast studding sail

June 19. Sixth Day. At 8 set main skysail. We saw no vessels at all they are beginning to get very much rarer now we do not see them near so often now. We see lots of flying fish every day now they have a very pretty appearance in the sun, looking a bright white, & flying up in schools of hundreds.


June 20. Seventh Day. A fine day we saw a vessel in the distance on the starboard bow,

~~Amor~~ which proved to be a barge which sailed nearly as fast as we did, but we gained a little on her. A few days ago but I forget exactly when, we saw a little shark about 3 or 4 ft long swimming under the stern the hook was baited but it would not take it. Behind to have S.E. trades.

9mo 21. First Day: About 9 a shark was seen astern but we were going too fast for it to bother to follow & so it stopped behind. The church of England service was read by one of the passengers in the forenoon. The equinox to day, we had a beautiful sunset. I have not been able to see the Magellan clouds or the Southern cross yet although they have been seen.

9mo 22. Second Day: Fine day with heavy squalls of rain & wind, in one of these we went 15 knots & soon after it got so calm, that I don't think we went more than 4. Saw a vessel on the port quarter in the ~~too~~ afternoon seemed to be going towards Bahia by her course,

we being now abreast of Bahia. Lat $13^{\circ} 8' S$. Long. $30^{\circ} 00' W$.
The baker was released to day. We saw
a beautiful rainbow, in the afternoon caused
by a squall of rain which passed astern but
of which we did not get a drop. The piper
gave us a tune of the bagpipes, to the great
disgust of many on board, but to the enjoyment
of some. I saw the Magellan clouds & many Southern
crosses were seen by different persons but I believe
nobody saw the true one.

Dec 23 Third Day. Fine, with frequent heavy
squalls of wind & rain. About 8 saw a vessel on
the weather bow going the same way as we, at 12 we
came up with her she had sardinian colours flying
although they were not the proper Sardinian colours
being  like this. She was a brig with very broad
bows & very high in the water, she put up her longitude
on her side & we put ours there too. The captain
was a tall man with a red cap with a tassel on it, & stood
very erect. The sun dropped astern & also to leeward.

Although we passed to Leeward of her. They want to sight Trinidad if the wind will allow but it is doubtful if we see it it will be tomorrow afternoon or evening.

Taylor one of the ~~steer~~ intermediate passengers, held an auction, selling good shirts at $2/3$ & $2/4$ apiece. ^{John says he bought them at Tothell. (In J.E.P. room)}

June 24. Fourth Day. Got up about 6 & had a bath in

the bath. No chance of seeing Trinidad as we keep going our wrong course. Very fine day with a fine breeze.

The crew painting the masts & skylights which made it very unpleasant to sit on deck if you were not fond of drops of white paint on you. ^{Painted signal flags for 3rd mate.}

June 25. Fifth Day. Got up about 6 & had a bath.

Fine & sultry very little wind. Some of the gentlemen amusing themselves by firing at halfpennies with a revolver. The second mate, very drunk all night (could not keep his watch) & in the morning, tumbled in to

breakfast & cursed & swore very much. Painting the

masts, ^{boats} & yet almost everything you touch has paint on it. Wind fair, port studding sails (weather) set. ~~Waited~~

~~some signal~~ ~~and~~ ~~signal~~ ~~between~~ ~~us~~ for the 3rd mate

Wrote a bit more of a letter to E.B. Became nearly quite calm in the afternoon hardly a ripple, a very sulky day. Thermometer upwards of 115° in the sun, ^{with the bulb shaded by the guards}. A very beautiful evening the stars very bright, all looking out for the southern cross & one pointed out which was said to be it but ~~others~~ others said it was not it.

June 26. Sixth Day. ~~Calm in the morning~~, I got up, & had a bath. Very calm, not moving at times. The vessel rolling lazily, like a log on the water (there being far more motion when calm than if we were going several knots) the sails flapping against the masts & the sun shining down fiercely on your heads. Saw two vessels which crossed our bows, one an English barge, thought to be a Liverpool one, & an English hermaphrodite rig, asked us "What ship is that (4199)" & we answered. We saw some whales in the evening spouting, several of us ran up the rigging to watch them & saw them very plainly. A very

beautiful sunset, golden clouds & ^{bits of} the sun seen through small holes in them, which had a very beautiful effect. I watched it from the main top, where you can see the sun some seconds longer than on deck, (one of the sailors says he can see the sun go down on deck & then get ^{up to} a sight of it at the main truck in time to see it go down there). At ~~the~~ noon we were 10 miles past the tropic of Capricorn $23^{\circ} 40'$. A very beautiful evening stars very fine & bright.

9 mo. 27. Seventh Day: Fine ^{day} breeze with light airs, right aft going 5 or 6 knots. When I came up a little after 7 saw a ship ahead which we were overtaking & another ship on the starboard bow going another way. By 8 we were nearly abreast of the 1st & found she was the English Ship Lochlibo, (they think but are not sure) as they could not make out the signals well. All studding sails set & everything else, except

the fore & aft sails. In the evening there were some appearances of high wind.

Imo 28. First Day. Blowing hard all night, too rough to have prayers on deck, so Mr. Larmour read them in the cabin. Took in the stunsails about noon, & in the afternoon royals & mizen the gallant sail, ^{It rained a good deal during the day.} In the night there was a great disturbance, one of the quarter masters got drunk, & brought the ship all a-lee & nearly aback, the third mate ordered him out of the wheel house, he was insolent & made to strike him, they then had a regular ^{fight}, the 3rd mate giving him a black eye bloody nose &c. The irons were then put on him & he was locked up in the alleyway. ^{We saw a large whale close along side in the morning, you could see the whole of him.} In the morning saw a barge of the feather bean going down coast, under 2 sails. A good many cape hens, & cape pigeons about.

Imo 29. Second Day. Very cold day, not blowing so hard & the wind more ahead.

Great numbers of cape hens & cape pigeons about. The cape hens are dark brown with white heads, & the cape pigeons are less & are speckled black & white on the wings, & white bodies & the under sides of.

their wings. A few ~~mohawks~~ ^{gomicks (these are)} ^{mohawks are brown birds.} ~~as the sailors call them~~
~~mollyawks~~ they have white bodies & dark wings and
~~are about as large~~ rather less than albatross. One or
two albatross also seen. In the evening the wind
fell very much & there was a heavy swell from
the S.W. Last night I went to bed at 7 feeling very unwell.

9mo 30. Third Day. Great deal of fishing for birds
but none at all caught. Very heavy swell, wind
ahead. In the evening another row, between the boatswain
& one of the quarter masters, the boatswain having
struck him which he of course returned with interest.
The mate very hastily & without hearing the
parties put the man in irons, & the crew very
properly came forward, ~~to~~ to prove that the
boatswain was in the wrong & to request the
release of the man. He was accordingly released
& all went on smoothly again.

10mo 1. Fourth Day. Not much wind in the morning.
The quarter master who got drunk was released.
I got a box up out of the hold & got some

things out & packed away my dirty clothes. A barque was seen on the starboard beam in the afternoon.

We had a very beautiful sunset, I think the most beautiful we have seen since we came out. It set behind some clouds which it tinged the most beautiful golden colour & the light streamed up & coloured the clouds high up very beautifully. The days ~~are~~ ^{we put the ship ^{now} about at 4 A.M. & go on S.W.} are beginning to get longer now.

10 mo 2. Fifth Day. Wind a good deal fairer going S in the morning, course we want being S.E. About 7.30 A.M. a ^{Ship} ~~barque~~ was abreast of us which we had overtaken, she hoisted Dutch colours (Holland) & seemed to be steering the same course as we. In the afternoon it came on to rain fast & the blow harder; at 8 P.M. took in fore & main top gallant sails ^{& jib} & were going 15 knots. A very wet evening & very cold. In the evening I employed myself painting flags.

10 mo 3 Sixth Day Going 13 to 13 knots all night & L.E. (our night course) bore off to S $\frac{1}{2}$ E this morning. It blew a regular gale between 12 & 4 of the middle

watch) in the night. I was awake with the noise
in the night I heard the wind whistling, & the water
roaring & gurgling, ^{as the rain pattering.} as I lay in bed, the orders of
the officer of the watch, repeated by the hoarse
voice of the boatswain, then the song of "Haul on
the bowline, the White Star bowline," by one & then
the chorus of "Haul on the bowline, the towline
haul," bursting in, had a very nice effect, then
the officer calling out "Belay!" & then the
boatswain's whistle. Such are the sounds you
hear on board ship when it is blowing hard, added
to the creaking of the timbers, knocking of doors &
the occasional fall of something when the vessel
gives an extra great lurch, ^{& the tumbling of the sailors.} The water came
in a great deal into some of the weather cabins
& one or two of the lee ones, but we (on the lee side) did
not get any. It is getting very cold now as
we shall be in 35° N, I suppose to day. Considering
the wind the ship is going very easily wth pitching &
laying over much, but then the rain keeps the sea

10mo 6. Second Day. Fine day on the whole but

with occasional showers of very fine small rain, & thick fog which made the mast look as if they were enveloped in smoke. The decks dry for the first time for 4 days. The wind right aft, we were going for some time in the night 17 knots an hour, running 314 since yesterday.

~~Tow~~ Towards afternoon wind fell & we did not go more than ^{at evening only 5} 7. All the crew employed bending a new main topsail there were upwards of 30 men on the yard & it was done in a very short time, the watches trying which could get done first. It is said we were near an iceberg in the night ^{of the 6th. Last day.} ~~as several~~ ~~people~~ 3rd mate, as the 3rd mate & Leo the boatswain's mate said they thought so from the wind coming very icy cold for a few minutes; they thought ~~that~~ ^{from} from this that we had got ^{& some of the sailors thought they saw fog} to seaward of one. They

10mo 7. Third Day.

They holystoned one side of the poop in the morning to the Great annoyance of those who slept on that side.

Miss Edwards is very ill to day, also S. Bell.

The wind is almost right aft but very light going hardly more than 4 knots. A cape pigeon was caught by one of the storage passengers & put in ^a hen coop. It got the hook stuck into its wing as it was swimming under the line, many endeavours were made by different persons (self among the rest) to catch more in the same way ^{by entangling them} but without success. They are very pretty birds with black beaks, black eyes & black webbed feet. They bite fiercely & make you feel if you meddle with them. Very foggy at times you could not see any distance hardly, on the sea.

10mo 8. Fourth Day. Wind improving going 8 or 9 knots in the evening. Very foggy at times & heavy showers of close small rain occasionally, going along very smoothly almost as if we were in a

the harbour, there being no swell only a ripple.
The pieces of wood put on the table to prevent
things rolling off were taken away. Redystoned
our side of the poop which was rather annoying.
J. Bell still ill, complains very much of chest ache &c.
In the officer's mess we have breakfast at 8, dinner
at 1 & tea at 6 o'clock. I generally get up
at 7 or half past now, as it is getting cold.
I was down in the purser's storeroom for a good
time in the morning, it is under the saloons, & you
go down into the intermediate place to get to
it.

10mo 9. Fifth Day. Last night we went 13 knots
at 11 & 12 & went about 8 knots in the morning;
Wind almost aft. Wrote some more of a letter
to E.B. & did some signal flags for the wheel
house in the morning. A pretty fine morning
but rather cold. A good many birds about
some with white ~~breasts~~ bellies & dark brown
all the rest, which ^{are called a sort of Cape pigeons} ~~are called a sort of Cape pigeons~~ ^{cape hens.} ~~are called a sort of Cape pigeons~~ ~~are called a sort of Cape pigeons~~

~~but they are thought to be a few whale birds,~~
~~be a part of the same species~~
~~many of the~~ ^{breasts} ~~are~~ a whale bird or ~~then~~ they are brown grey
with white ~~bodies~~ but have a peculiar curve of the
wings ~~for~~ they are very pretty, many say that
they are ice birds but from what I can learn they
are whale birds. In the evening the Captain
was entertaining us with accounts of his adventures
amongst ice, on the coast of Newfoundland especially.

10 mo 10, Sixth Day. A fine & cold day but rather
cloudy, wind right aft going 10 all night
as there is a good deal more sea on than
yesterday. Hundreds of birds about, ~~hundreds~~
Cape pigeons, ~~Whale birds~~ ^{Whale birds} ~~hundreds~~
a few ~~gulls~~ ^{gulls}, ~~gulls~~ ^{gulls}, I never saw such
quantities of birds before, if anything is dropped
overboard ~~about~~ 20 or 30 will pounce down &
fight for it. The difference between albatross & ~~gulls~~ ^{gulls}
that the ~~gulls~~ ^{gulls} have white heads & tails on the back
& the whole of the albatross's body is white on the back.
I read 2 cap of Gallus's Injurthine war in the evening.
In Log of Cape today.

10 mo 11, Seventh Day: A beautiful day, the sun shining brightly & not very cold, the wind right aft going day 11 knots or so. Thousands of Whale birds ^{about} also cape pigeons & one or two ~~molly hawks~~ ^{Gonich birds} & albatross, the whale birds look very much like flying fish sometimes when skimming the water & very beautiful. It came on wet in the afternoon & that you could not get up on deck.

10 mo 12. First Day: Almost calm all day, sun shining brightly ship rolling very lightly. About 8 or 10 albatross flying about & some other birds. About 1/2 past 2, the mate hooked one but it got loose as he were hoisting it over the stern. While they were at dinner one of the quarter masters hooked another & got it right up on deck, in a nearly drowned state, (it measured 10ft 10 across the wings) & there was instantly a tremendous rush to see it. One of the passengers next hooked a Gonich & hauled it up. After dinner, two more albatross were hooked one of which was sick directly it came on deck & threw up a lot of

glutinous pink & white strings. A weak line was also hung out with 3 hooks on & 3 albatross got hold of the hooks & broke the line & they floated away all fastened together, which spoiled the catching as nearly all the rest followed.

Mr. Hight got 2 skins ~~promised him~~ & Mr. Grindrod the ~~other~~ ^{Mr. Ross & other} & the Goshawk was cut up for its webs, head & wing bones.

At night it was a dead calm hardly a ripple on the water.

10mo 13. Second Day. A very wet & uncomfortable morning, but a good wind although we can't go our course ~~so far~~ ^{by} a point. A great skinning of albatrosses going forward, they preserve the skins with bine out of the harness cask.

10mo 14. Third Day. ~~Blowing~~ Raining hard & blowing & very cold indeed. Tacked ship several times & at last the wind came fair & pretty strong but fell considerably at night. My birthday, I did not think of it till evening when J. B. reminded me of it. I little thought this time last year when at Bootham that I should be on the sea was a eclipse of the moon last night & only a small portion of upper limb was visible.

wide ocean in a year's time, on my way home.

10mo/15. Fourth Day. Very little wind & what there was shifted continually, but it was fine which made it a great deal more comfortable as you can get out on deck which you can't do when it rains. ~~What a~~

10mo/16. Fifth Day. Fine day, with a good wind.

The gentlemen warming themselves & also amusing themselves with follow my leader, & drilling with muskets &c. I got some thread while they were at dinner & hung it over the stern & it had not been there long before a "Mother Carey's chicken", or Stormy petrel, got it foul of its wings & I hauled it up. I then took it down to show the ladies who made me promise to let it go which I accordingly did much to my annoyance.

In the afternoon I tried again, & soon caught a whale bird, & a mother Carey both of which I killed. Other lines now

were hung out in plenty & a mother Carey was caught but let go again.

10 mo 17 Sixth Day. A ~~bright~~ cold morning not much, it hailed a good deal & also snowed about 8 A.M. not much wind. In the morning I skinned the "mother Carey" with the assistance of one of the apprentices & rubbed it with vinegar & pepper & in the afternoon partly skinned the whale bird, which, Harry one of the quarter ~~masters~~ finished for me. We played at "huss" in the corner & "prisoner's base" in the evening. I tried ^{a whale pen. by the way} fishing with the lead again but did no good. Saw a shoal of porpoises in the afternoon the second shoal we have ^{seen} caught in the evening.

10 mo 18 Seventh Day. Very little wind but a heavy swell, a fair day & not very cold. Fishing again but caught nothing, but got a mother Carey which a boy caught on my line & gave it to Mr. Grindrod. A whale bird ~~Hesper~~ & two more mother Careys caught.

Cape Henes
Some slate coloured birds very much like ^{cape} pigeons
but larger were flying about & every one was
very anxious to catch one. Gentlemen going through
the platoon drill with the muskets & bayonets.

10mo 14. First Day. When ~~she~~ got up in the
morning I was rather astonished to see that
we were spanking along 15 or 16 knots with
a splendid NE breeze. It was a beautiful
day but cold, & the spray dashed over her
even on the poop & wet the decks as if it had
been raining heavily. We had prayers read in
the saloon in the morning. Towards evening
the breeze increased & we flying along at
the rate of 18 knots! The wake & lee quarters
were a sheet of foam & the sea was
very phosphorescent. The wind came more
off & increased & about 10 they took in
the fore & main royals. The spray dashed
very much over the poop & a sea struck
her every now & then & shook her fore

stem to stern & gave her great jolts. She made
a regular fountain with her cutwater, about
In the afternoon the foretopmast studding sail was
set, & soon after we heard a crash, & lo & behold
the boom had snapped short off the yard had
broken in two & the sail was rent from one half
& flew over & flapped into the water, & it was
a pretty hard job to get it set to rights again.
^{saw an albatross perfectly white all over.}
10mo 20. Second Day. A very wet morning breeze

falling not going more than 8 knots in the morning.
The chairs given to rolling one got smashed by falling, &
the things at breakfast had a great inclination
to roll out of their places. The crew (a) ^{is} out
of the trussel of the main yard broke in the morning
& the crew were employed getting it mended.

The vessel rolled very heavily making all its
"bones" creak very much & some laughable
incident happened; thus the boy bringing
the dinner from the galley tumbled down
with the dish in his arms & his efforts

to keep the dish were very laughable. A man rolled under a spar on deck & just as he got there a tremendous lot of water washed over him. The handle of the saloon door came off & performed an amusing revolution ^{on} the deck.

The coath bottle fell off the table at breakfast & rolled about the saloon (being very strong) like a ball. I fell down once & lay down & did from one side of the poop to the other vainly trying to stop. In the evening the wind came more from the SW & it cleared up, but was very cold.

10mo 21. Third Day. A fine day & a fair wind but very little of it. Not rolling quite so much but still quite enough. We had a tremendous ^{in my cabin} mess from the can of water being upset by a carpet bag falling down. Very cold the thermometer stood at 39° on the poop in the evening, but still

it was very pleasant on deck, if you kept on walking at a good pace. The boxes rolled about in our cabin considerably during the night? It rained at times during the day.

10 mo 22. Fourth Day - A fine day with a wind a little on the quarter but not strong. About 9 A.M. a squall of wind & snow came on which continued some time (the thermometer being at 32°) & ~~we~~ ^{I & the first mate} had some good fun snowballing the people on the main deck. In the evening the wind came stronger & I W & it became fine & clear. In the night it snowed hard & laid half a foot thick on the deck, I was also on the sails, & some of the gentlemen had great fun, snowballing.

10 mo 23. Fifth Day. A fine clear morning but extremely cold, the wind being from a cold quarter. A good many birds about. About 10 the alarm was given that an iceberg was in sight, & there was great

excitement & straining of eyes to see it.
I went up onto the Crossjack yard &
there I got 2 or 3 glimpses of the supposed
iceberg which looked to be white & of this
shape. But when the Captain came
up aloft with his glass he found out
that ^{But these things it was either an iceberg or a vessel's stern} the iceberg was nothing more
than the sporting of a school of whales.
It was dreadfully cold aloft. In the
morning early, carried away the other
foretopmast stunsail boom, as they were
hoisting the sail up.

Dec 24. Sixth Day. A very wet morning, there
being a North Wind. I have caught cold, somehow
& have a sore throat. It is much warmer
this morning from the wind being North.

77, 78, 79, 80, 81, 82, 83, 84, 85, 86, 87, 88, 89, 90, 91, 92, 93, 94, 95, 96, 97, 98, 99, 100.
In the afternoon it cleared up as the wind shifted & became
very fine & warm; & it was very pleasant to be on deck.

10mo 25. Seventh Day. A beautiful day & very pleasantly warm, but rolling very much as there is a heavy swell, which causes laughable scenes in the cabins, as the boxes block up the doors &c. A woman (in the steerage) fell down & cut her eye open, in the morning. There was much more wind in the evening.

10mo 26. First Day. Very fine & pleasant in the morning & a glorious breeze but about noon it came on to rain & the wind fell & came right aft. About half past 12 the halyards of the foretopmast & the port lift rope & the yard came down onto the fore cap, from the great rolling of the vessel, it was got up about 4 again. At dinner the rolling produced queer effects, the leg of mutton rolled off the table onto the floor at dinner & several tumblers got broken. About 1/2 past 5 the topsail came down again right onto the fore top, the ring round the mast having broken, & both lifts & the halyards. They had great work getting it up again & were heaving away yet it was a good thing the yard did not break as it would have broken the foremast & the mainmast. We had prayers read & then I went to bed.

Saloon in the morning.

10mo 27. Second Day. Very fine & pretty good wind. aft.

The boatswain got his foot jammed ^{with} the fore
top-sail yard. Some of the gentlemen went
for a charge to set in the mizen chains &
I accordingly followed their example &
found it very pleasant. Wind got
10mo 28. onto the beam towards evening.

10mo 28. Third Day. ^{This morning} Last night about
1 o'clock a heavy sea struck the vessel
which awoke me, almost directly after they
hailed up the mizen-topgallant sail &
cross-jack which latter made a tremendous
flapping & noise. Almost immediately after
the wind veered round in a minute, 12 points
from the port beam to the starboard quarter
& nearly took the ship aback so that
she had to go N by W from S by E till they got
the yards trimmed. It then came on to
blow harder than we have had it before

Before the wind shifted she was going more than she has done before this passage. In the morning when I came up we were running with the fore & main royals, ~~the~~ topgallant sails & the mainsail & crossjack, the jibs, stay sails & spanker stowed. The waves were very fine much larger than we have yet had here. In the afternoon a sea came over the stern & delayed the balloon. The sea fell very much towards evening, & the wind came on the quarter & more sail was set.

10mo 29. Fourth Day. Dull day but a good wind. Just as we were finishing our breakfast, we were alarmed with the cry of "A man overboard!" we rushed up instantly & saw him some distance off swimming hard for the buoy, of which two were thrown him. The boat (starboard beam) was immediately lowered (under the command of Mr. Henderson the 3rd mate) & the ship hove to.

R.

The boat immediately set off in quest of the man, when it had been gone some time & was a long way off to windward & hardly visible, the ~~ship~~ sail was set & we went on by the wind, we soon lost sight of the boat altogether which occasioned great uneasiness but on tacking we soon saw it & about half past 11 the boat returned, (sad to say, without the man. W.

Henderson said that in the boat they had lost sight of the ship altogether having been 9 miles off, & had to hoist a man on an oar to see it & he reported that she was sailing by the wind, & the men were afraid that she was going to leave them but were relieved by seeing her back. He said the albatross & other birds came so near that they could have knocked them down with if they had tried. They saw no trace either of the man or of the life buoys.

He had been drawing water at the gangway
poor fellow, & the staysail sheet had kicked & pitched
him right over. It threw a gloom over the
ship for all the rest of the day. He was a
very respectable young man from Edinburgh
& went by the name of Ben, on board.

10mo 30. Fifth Day. A fine day & a splendid
wind we are off King George's Sound to
day, & going along splendidly. They had a
lot of the mail bags up on deck in the afternoon
as they had got wet. There are 127 bags
of letters & newspapers altogether. The crew
were employed scraping down the masts so
as to be ready for port. The Steward &
the 3rd Steward (Mac) had a furious squabble
in the afternoon which was rather laughable.

10mo 31 Sixth Day. A beautiful day & very
mild & a good wind going about 10 or 11 knots.
Crew employed getting up chain cables
(with the gipsy) from the hold. The sea is

as smooth as a mill pond, almost, in consequence
four being under the lee of the land.

In the afternoon they got the chains through the
hawse holes & shackled onto the anchors & got all
ready.

11mo 1. Seventh Day. In the afternoon it became nearly
calm going about 3 or 4 knots. We are now about
600 miles from Melbourne. They had a regular
Saturday's cleaning all over the ship to day, to get
the vessel ready for port; Washing decks, boats &c
& scrubbing down the paintwork.


11mo 2. First Day. Very fine & pleasant in every way but
in the nautical sense; For it was nearly calm going
about 3 knots. In the afternoon a breeze sprung
up with small rain & we went about 7 when
I went to bed. Mr. Larmour read service in the
saloon in the morning. In the evening Mr. R. ~~and another~~
~~Gentle~~ got drunk & made ^{abusing the ship and &c.} a great noise, & there
was a row down in the 'Tween decks through
some of the steerage passengers getting drunk


11mo 3. Second Day. A beautiful morning and a capital breeze, going about 10 knots in the morning, & more in the evening. In the afternoon it came on board for a short time. I went up into the main rigging & also into the fore rigging for the first time. They were getting tackles ready to get the anchors over the side. We expect to be in Melbourne on Wednesday. Ever since we have passed the Crozets we have seen ~~great~~ *great* seaweed, more or less every day, it is a very coarse kind & I think the same as is common on the in Sandy Bay in Hobart Town.

11mo 4. Third Day. Last night there was a good wind but with very heavy squalls. In the morning a fine wind going about 12 knots & very beautiful weather. Sea is beginning to get greenish now as we approach the land. ~~In the evening at~~ At noon we were 80 miles from Cape O'Hara & Mr. White went up to the mast head & saw the boom off it. It was first visible on deck about half past 5 & there were great rejoicings. It was

the land where the Schomberg was lost. I took
a sort of rough sketch of it. In the evening about
8 we saw Cape Olway revolving light (once in 3 minutes).
As it was the last evening we should all
be on board together the gentlemen had brewed
some punch & then they sang songs (keeping very
admirably) till between 10 & 11.

11 mo 5. Fourth Day. When I got up in the morning
I found we were just off the beach (about 5 o'clock)
& that several guns had been fired & rockets
let off to bring the pilot on board. He came on
board about 6 ^(3 cheers were given him) & we got in about 7 ^{1/2}
^{At 8 o'clock the healthy officer, captain, & others, also had a party.}
They soon began to sound, & the men chanted
the depth, we had very light winds so
that we did not get up to anchor till
3 P.M. In coming to anchor when we were
amongst the shipping we ran into a little
brig at anchor & carried away her main
top st. mast & our own main topmast
staysail boom and all the gear off the

fore Spruast too (port) we came to an anchor
close to the Morning light (port) & found that
the City of Hobart steamer had waited
for us as soon as we had been telegraphed
from the heads. We were soon surrounded
with boats, & many of the passengers were preparing
to go ashore. The mails were sent ashore directly & the
mate of the City of Hobart came on board for the mails &
Mr. White (very kindly) spoke to him about us & he at once
offered to wait for a time for us. I immediately ran down
& got my great box out of the hold & packed up the
few things that I had still unpacked & J.B. packed
up the many that she had not packed & after a
time after taking leave of all my shipmates I & Byggs
went on board the Screw Steamer, City of Hobart,
615 tons burden, with 640 sheep & other cargo
board (she is rigged like a three masted schooner).
 About 5 we got fairly set off
I bowed to them in the White Star
as long as they were in sight. We left

Melbourne behind us it lies in a hollow ~~the~~  as there represented & the suburbs only come down to the shore the town being 2 miles off. We were anchored at William's town, the boats go to Sandridge & then the train takes you up to Melbourne. There is a light house (painted white) on Lellibrands Point not far from where we were anchored, a great many vessels were lying in Hobsons bay when we came in, & amongst them some "White Starers" & "Black Ballers". We went down the bay, passed the 2 light ships, & saw a beacon of coal on the E shore, we got out of the heads about 8 & saw the light houses on point Lonsdale one white the other red (lights) got then in a line & got safe out. There we found a heavy "ground swell" ^{of the large bay} caused by the tide flowing out, ^{through a narrow passage} & the wind blowing in which made the vessel pitch about a great deal so that several of the passengers were afflicted with sea sickness, the wind was right in our teeth, but we went on with our steamer.

As soon as we got quite clear of the heads it became smoother. We have on board a Gentleman named Bridger from who knows J.B. very well, Mr. Ware, Mr. Degraes, Mr. Butler (he & I are old acquaintances) & another gentleman & also ^{of Mr. Ware & some of the best} ladies altogether.

11mo 6. Fifth Day. When I came up in the morning ^{a little before 8} we had past the Rodondo rock & saw Wilson's Promontory in the distance & were abreast of Curtis Rocks a little after 9. At 12 passed Kents Group & at 1 the Pyramid rock, at $\frac{1}{2}$ past 2 the Sides. At 4 we were abreast of Part of Thides ^{saw part of Tasmania} & a little before 5 saw Goose Island light & Cape Barrer [&]. At 6 passed 3 Hummocks. At 7 passed Barrer I & Clarks Island. About $\frac{1}{2}$ past 8 the splendid flash light on Swan island was seen & we lost sight of it in about a hour. All through the day there was very little wind & in the afternoon it

was a dead calm; There were myriads
of mutton birds flying about, the steamer
almost came upon them often &
sometimes instead of flying away they
would dive out of the way.

11 mo 7. Sixth Day When I got up at
about $\frac{1}{2}$ past 6 we were opposite
Schouten island, & at about 7 passed
the Albatross & chickens off the end of V. Id.
At 9 we were abreast of Maria
Island after We passed Forts cue by a
little before 12 & Rounded the Pillar about
2, passed Cape Ravul: ^{about} between 2 3 & 4
passed the iron pot about 4 &
got to the wharf by 6. As soon as I
could I went as fast as possible
up home & found all well &
not at all expecting me to come.

11 mo 7 to 1 mo. 15.

Enjoying myself at home going walks &c. Mother had a Baby (called Mary Augusta) at the beginning of 12 mo. & recovered nicely. We went up the Mountain one day, (started at 6 & got back at 10!) & ^{on return saw a splendid skeleton, which broke into 4 pieces} enjoyed ourselves very much. Aunt Ann had a baby which died. & has been very ill since but is out of danger now. Before this, Grandmother, Annie & Anna went to the Lois, Ann Goodwin came & Francis & Louise went away to Helvedon. &c &c

Photographic Apparatus after 4/23/57.

Date	Price		Price		
4 mo 23	8	Ether 1 oz @ 2/-	2/-	2	-
25	2	Hypo-sulphite Soda $\frac{1}{4}$ lb	6/-	1	6
"	2	Nitrate Silver 1 dr.	10/-	1	6
5 mo 2.	2lb	Ether 1 oz	2/-	2	.
"	2lb	Minim Measure 1.	2/-	2	.
"	2	Distilled Water $\frac{1}{2}$ Gall	2/-	1	.
"	2lb	1. Bottle (for Ether)	3 ^d	.	3
16	A	Tripsoli $\frac{1}{2}$ lb	1/-	.	6
"	A	Nitrate Potash. $\frac{1}{4}$ lb	2/-	.	6
"	A	Sulph. Acid. $1\frac{1}{2}$ oz (bottle)	1/-	1	6
23	2lb	Sulph. Acid 2 oz	2/-	2	.
"	2lb	Bottle (for SO ₂)	3 ^d	.	3

